PARIS OF THE ANCIENT DAY

Beavers, one of Few Remaining Relics of Times.

RIVER BURIED IN SEWER

And Animals Forced to Give Up Their Homes.

Maris, March 31.—At every turn in an ancient town like Paris survivals crop out from most unexpected periods of the past. Not long ago my attention was drawn to the fact that there are still beavers in France—remnants of a once flourishing French family as much older than Paris as Paris, which goes back to Julius Caesar, is older than the newest mountain town in British Columbia, where beavers still dam the rivers.

Until now there have still been left uncovered inside the city of Paris a few rods of the little stream of the Bievre of Beaver river. The water is seen only in a befouled channel running between rear ends of houses and small factories in the Gobelins quarter. It arrives there from the southern hills, where it is a delightful wandering brook; and beyond it falls into a great sewer and so on to the Seine. The name goes back to the beginnings of the French city. But the beavers, of course, disappeared from these banks a thousand years ago, and more. They could not live where man was always meddling with the running water and the river banks, which were their homes. The municipality is now going to cover up the last traces of their historic and prehistoric stream, to which Huysmans has devoted one of his monographs, charming in its evocation of spectres of the poetized humanity that is gone fleeting amid the dingy prose of present day working men.

Like most Americans perhaps—our knowledge of natural history being sadly incomplete.

The writer associated living beavers with Canada and Siberia, and imagined that the animal itself belonged to the new world almost as much as tobacco and Indian corn, and turkey gobblers and potatoes. Are not there Beaver rivers in northern New York and Pennsylvania? A little looking into records shows that the beavers were disappearing commercially from France only when the first American invasion of France was beginning with the trade in Canadian beaver skins.

This was in the days of Louis XIV.; but four hundred years earlier the Hatters' Guild had its regulations about the use of beaver for the headgear of men and women alike. In 1351 King John made his fool a present of a beaver hat trimmed with ermine and gold and pearls; and a year later, among the many hats given to Blanche de Bourbon on the occasion of her marriage with Peter the Cruel, King of Castille, there was again a beaver hat, trimmed with scarlet velvet embroidered with gold cupids and great pearls, and a forest scene where boars with pearl eyes wandered among gold flowers and other little "beastiest" (the description of the milliner's marvel takes twenty-three lines of the old chronicle). In 1385 when the fourteen-year-old Duchess Isabeau of Bavaria was married to the French King Charles VI., he gave her in one year's time ten beaver hats. The animals gradually died off before the greed of the hatters; and the later art works of "castors" and cheating half-wool "demi-castors," in the eighteenth century all come from the Canadina cousins.

The few individuals of the beaver family left in France long since took refuge in lonely islands of the river Rhone. They no longer cut down young trees with their teeth, to build themselves sanitary habitations in running water; but they are content to dig holes by the waterside, like the otters. They still keep, however, their flat tails wherewith to beat their masonry into shape—aristocratic relic of the days when they inhabited palaces of their own building.

The stream of the Bievre leads to other survivals than the beavers which once lived along its banks. No one can reckon exactly how long ago men came to live along the little river of the beavers, but it was certainly ages before Homer sang in Greece or Moses learned the wisdom of the Egyptians. Above the spot where it will now be finally lost in the sewers of the great modern city, there rises from the valley a sandhill where traces have been found of the very oldest human habitations. They are beaten floors and hearth centers baked hard, with remains of weapons and tools showing continuous residence, in successive layers, as in Schliemann's cities of Troy, from Palaeolithic to Neolithic times. This means that the time when Parisians could make only flaked stone implements ran without break into the more highly civilized days when they could cut and polish the stone. It is the only excavation where such continuity has been found, and scholars have been loath to accept it; but the remains of old stone and new stone periods, when metals were unknown, lie there in victorious sequence.

A curious contrast with these prehistoric remains may be found in the modern neighborhood. Close by is one of the great forts of Paris defence, war still profiting by these heights; and across the fields is the new and immensely fine and clean prison of Fresnes, where those sons of civilization who have reverted to the primitive type, and are hence called criminals, learn hygiene of the body in enforced peace of soul. At this point the river of the beavers, which winds through the valley at the foot of the hills, is still fresh and pure as when the aboriginal village found it in a water supply.

Inside the city limits bones were found long ago belonging to the "Second Fissil Human Race"—that which came after the scant-brained and strong-jawed man of Neanderthal. The sand layers at Clichy, where one of these ancestors was found, are attributed to the Old Stone Age; another in the alluvial soil of Grenelle, near the Eiffel Tower, belongs to the Neolithic. It is not idle speculation to think of these men of an ancient world as progenitors of our own Parisians. Among the present population skeletons are still found with thaloids, giving strong purchase to tendons and sinews ,and doubtless fitting primitive man to struggle with other beasts of prey on a footing of equality. Even more curious reversions of the modern type of prehistoric man are found by the hospital students, now that the anthropologist is abroad.

Something older than man has come out of the quarries on the south bank of the Seine in these past few years. It is the lower jaw of a carnivorous giant of the Lower Eocene—such animals as America alone was supposed to show in museums. The jaw is over eighteen inches long—longer than that of the Cave Lion or the Great Cave bear. It comes from Vaugirard, in the outskirts of Paris, and has been identified with the skeleton of our own "bone-breaking thick skinned hyena," the Pachy-hyena Ossifraga of Cope. So that already, in that distant geological epoch, France and America followed the same fashions of existence, at least among these tertiary mammals, who are also suspected of wearing pockets like Australian kangaroos. In any case, these Parisian fossil remains differ from anything hitherto found in Europe, and are identical with American finds.

DEWEY ON THE NAVY

Washington, March 31.—Admiral Dewey tonight talked on the American Navy to the newspaper boys. He was quoted in a paper recently as comparing our navy with that of Germany and as saying in effect that Grover Cleveland is too old to be a candidate for President again because the Presidential office has so increased in importance since the war with Spain that it needs a young man to perform its duties. The Admiral would not talk for publication on these topics. Speaking of the American Navy, he said:

"Brains count whether on the quarter-deck or in the stokehole. The United States Navy has the brains, and that is why, ship for ship, it is the strongest navy in the world. The enlisted men in our navy are the most intelligent that sail under any flag. The modern warship is in fact a great machine shop. Intelligence counts more today than ever before and therein lies the strength of our navy.

"If every officer on a United States warship should be killed in action, the enlisted men—the men behind the guns—could fight the ship to victory. I know our men and I know that statement is absolutely true. It is not true of any other navy. In other navies the enlisted men have not the intelligence of ours and that tells the whole story. Future naval battles will be won by the intelligence of the crews, the men who do the actual fighting. Officers nowadays cannot direct the firing of every shot. They have to rely on their men. And our men know how and when and where to shoot.

"The United States Navy was never in more complete readiness for war than it is today. And we intend to keep it ready. Young men are coming into the navy from the West, and they are the best we ever had.

The greatest drawback to our naval progress has been the slow work of the contractors who build our ships. Construction has been very slow, much slower than the in other countries. There is assurance of much more rapid work on the ships just authorized, and I am hopeful of the future in that direction.

"The maneuvers in the Carribbean Sea last winter were an object lesson not to any one country but to the whole world. They were a revelation to some people. They proved that our navy is in a constant state of preparedness.

"I do not believe the American people appreciate how the United States naval officers are working for them. On sea or shore they are constantly studying to advance themselves in their profession. They cannot get together, even at a social gathering, without discussing some point at which the navy can be strengthened. Tonight I had the members of the general board of the navy to dinner. It was to have been purely a social gathering, but we didn't do a thing but talk shop. Before we sat down we were planning how to better prepare for war or prevent it by being always ready and we did not refer to any other subject all evening. That is the case whenever and wherever naval officers meet.

Referring to the Presidential election and to the candidacy of ex-President Cleveland, the Admiral said:

"The Presidential chair is now for young men. With our growing responsibilities and since we have become a recognized world power, the office carries greater responsibility than in the old days. It is attended by a lot of hard work and a great nervous strain, and no one but a young man can stand the tension."

"Of course some men are young at sixty or beyond that, but I speak generally when I say that only a young and vigorous man can fill the office of President.

It was decided today that both the North Atlantic and Carribbean fleets will assemble off the Virginia capes the latter part of April for drill inspection by Admiral Dewey. The drill will last about ten days. Rear-Admiral Taylor will again be Admiral Dewey's chief-of staff.

"What do you think about the Panama Canal scheme?"

"I don't know; I am puzzled," said the Admiral. "I was much impressed with the remarks of the late C. P. Huntington at Galveston, Tex., a few years ago. He said that we don't need a anal, that we can transport anything from the atlantic to the Pacific and from the Pacific to the Atlantic in a few days. Sink a warship in the canal after it is opened. Then where are we?

"I am not able to talk about the commercial advantages that may accrue to this country. The currents of commerce, it seems to me, however, are constantly changing. Great mineral deposits or other resources may be discovered in a far corner of the world and completely change conditions.

"Ships that now leave London, Marseilles, Genoa or Berdinsi for the Orient or Australia, and then return via the Suez, may go right on around the world, passing through both the Suez and Panama canals.

"But you cannot figure out with any accuracy how the currents of commerce will be changed or will apply. The ocean currents and tides are things today and forever, but not so with the great commercial tide; it is ever changing."

Washington, March 31.—The strenuous life is now extending to the navy and at a quick pace. Some time ago Secretary Moody, as a result of a conversation with the President, promulgated an order authorizing the issue, to any ship whose commander should report to the Department that his crew has a well-developed athletic organization, of certain sporting paraphernalia appropriate to the character of certain games in which the men excel, and of a series of prizes or trophies for which they may contend. This has been acted on by the battleship Missouri, with the result that orders have been issued for her equipment with 2 punching bags, 24 baseballs, 4 footballs, 12 bats, 12 broadswords, 6 sets of eight-ounce boxing gloves, 6 sets of fencing foils, 24 ball-players' suits, and an adequate supply of masks, gloves, protectors, etc., for all probable requirements. The suits are to have the name of the ship across the breasts of the shirts.

This move has been made, not only in the belief that athletic exercises are good for the men who indulge in them, but that the interest exerted by competition between the ships' crews in manly sports will tend to take the place of less wholesome entertainments when the men are ashore. The pride of each ship in its own crack sportsmen will add to the esprit de corps, and the hope is that the moral tone of the whole navy will be raised by the new plan in spite of occasional abuses which will doubtless be inevitable.

M'DONALD IN STORY

His Is a Memory of Tenderness and Heroism.

DAY AT OMDURMAN

He Saved It and No One Will Judge the Dead.

London, April 1.—Sir Hector McDonald, "Fighting Mac," the man who saved the day at Omdurman, leader of the "Black Brigade" and the best-known soldier in all England, will be remembered with a tenderness that will be strengthened by his pitiful fate.

There will be no court-martial now. The charges against him have not been proven, and the men who fought with him and knew him will not attempt to judge the dead.

Hector Archibald McDonald was the popular idol of the British army, a living, constant inspiration to the man in the ranks, the comrade and respected companion of the titled officers who had bought the grade McDonald fought to gain.

From the ranks to a brigadier generalship was the upward rise of Hector McDonald during thirty years of soldiering. It is not an unusual thing for a British soldier to be promoted from the ranks, but it is more than unusual for him to attain such rank as that attained by McDonald. His story is the most romantic of the many tales of British heroes, and the shattering of a priceless vase.

"Bobs," Lord Roberts, was the stanch friend of McDonald, and it is whispered that the grizzled old warrior told McDonald in curt, but kindly language, that there was but one way for him to avert the scandal which threatened the British army as the dervishes threatened the right wing at Omdurman, and it is the history of the day that McDonald drove a bullet through his brain with the same nonchalance with which he faced death at the hands of the brown fanatics on the African sands.

He had taken orders from "Bobs" before and had executed them in the same careful manner.

The climax of McDonald's career was his wonderful work at Omdurman, when disaster threatened an entire army.

G. W. Steevens, the English war correspondent, who died in Ladysmith during the Boer War, tells the story of McDonald's deed on that day better than it has ever been told before.

"Now began the fiercest fight of that fierce day. The Khalifa brought up his own black banner again. His stanchest die-hards drove it into the earth and locked their ranks about it. The green flag danced encouragement to the Allah-intoxicated batallions of Wad-Helu and the Sheik-ed-Din. It was victory or Paradise now.

"For us it was victory or the shredded flesh and bones unburied, crackling under the red slippers of Baggara victors. It was the very crux and crisis of the fight. If McDonald went, Lewis on his left and Collison and the supporting camel corps and the newly returned cavalry, all on his right, or near, must go, too.

"But Hunter Pasha was there and McDonald Bey was there, born fighting men both, whom no danger can flurry and no sudden shift in the kaleidoscope of battle disconcert.

"But the cockpit of the fight was McDonald's. The British might avenge his brigade; it was his to keep it and to kill the attack.

"To meet it he turned his front through a complete half-circle, facing successfully south, west and north. Every tactician in the army was leirious in his praise; the ignorant correspondent was content to watch the man and his blacks.

"'Cool as on parade, is an old phase. McDonald Bey was very much cooler. Beneath the strong, square-hewn face you could tell that the brain was working as though packed 'n ice. He sat solid on his horse and bent his black brows toward the green flag and the remingtons. Then he turned to a galloper with an order and cantered easily up to a batallion commander.

"Magically the rifles hushed, the stinging powder smoke wisped away, and the companies were rapidly threading back and forward, round and round, in and out, as if it were a figure of a dance.

"In two minutes the brigade was together in a new place. The field in front was hastening toward us in a whitely-brown cloud of dervishes.

"An order! McDonald's jaws gripped and hardened as the flame spurted out again and the whitey-brown cloud quivered and stood still. He saw everything; knew what to do; did it. At the fire he was ever brooding watchfully behind his firing line; at the cease-fire he was instantly in front of it; all saw him and knew that they were being nursed to triumph."

It was a triumph for men and leader. When McDonald returned to England they pinned so many medals upon his breast that his broad coat front could not contain them all. A sword of honor was presented to him and at the table at which the presentation was made, in the Hotel Cecil, his brother officers, who gave the sword, stood with one foot upon the cloth and shouted the name of the hero of Omdurman, the British private soldier who had travelled barefoot to Glasgow to join the army and who had attained to the proudest moment a British soldier may know.

Present that night were Sir Evelyn Wood and the Duke of Atholl, bearded old soldiers, who toasted their younger fellow; Lord Strathcona, the Earl of Kintore, Lord Saltoun and Lord Brothwick, and scores of other titled officers who had fought with the stern-faced Scotch warrior, and who forgot that he was from the ranks.

After that night honors crowded fast upon him, and his life was active until early in 1900, when he went to South Africa to succeed General Wanchope, with whom he had fought in Egypt when the march with Kitchener was made to Khartoum.

There he was shot through the knee and invalided home. He returned to South Africa as soon as his wound had healed and remained there until the fighting was done; then to London for a time and later to Ceylon, where he was placed in charge of the British forces there

Hector McDonald was the son of a poor crofter in Rossshire. He was well educated, as are so many Scotch lads, sons of poor parents, and was always, even when a "ranker," well fitted to adorn a higher station in the army.

From the first he had martial ambitions, which were stiffled for a time in a draper's shop, to which he was apprenticed. Here he boarded with a retired corporal, an old soldier of the Brigadier Gerard type, who told him stirring stories of army life, drilled him in tactics, taught him everything a British soldier should know, and so fired him with the desire to serve his Queen that after a short period of betweentime service in the local volunteers he enlisted and went to India.

He entered the army in 1871 when he was nineteen years old. For nine years he remained in the ranks, attaining the highest non-commissioned positions. As Color-Sergeant he led the way across a river in the Afghan campaign, wading and swimming with his flag high above his head, a revolver in his hand, and on the opposite shore led an attack upon a hill fort that was successful.

This brought him his lieutenancy and the respect of his fellow officers, who presented to him a sword in honor of his feat.

"Bobs" had watched him, and praised him then, as he frequently praised him afterward, in official dispatches.

Later he was with Kitchener at Atbara and Khartoum in command of the "Fighting Black Brigade," and that campaign made him famous. Then he fought in South Africa at Majuba Hill, where he escaped death by a miracle.

A Boer had levelled upon him one of those long-barrelled rifles which never failed to hit its mark, but General Joubert touched the arm of the man who was about to fire, and said:

"He is a brave man. Let us take him prisoner."

This they did, but when Joubert read upon McDonald's sword the inscription placed there by his fellow officers when they presented the sword to him, he refused to take it from the stern, Scotch fighter.

When it was learned in London that "Fighting Mac" had been shot in South Africa the people of England were touched by the news as they had not been by more widely advertised casualities.

FRANTIC APPEAL FOR HELP.

Chicago Man Spends $20 and His Whole Soul for Servant.

Chicago, March 31.—The most frantic appeal for a servant girl ever put in type was published here tonight. It required 500 words and $20 to express the would-be employer's feeling. After describing the favorable location of his home, his "small family," he appeals for a "medium-sized girl, because a small girl might not have strength to draw the salary we are willing to pay," and adds:

"We have been without a girl for some time and are as humble as an alderman before election day. We admit we are up against it, for we realize that between you and the janitor you have the teamsters' union beat a block. If you come and stay long enough to create a mutual feeling of admiration and you think that we live too far from State street, we will sell out our home and move down town. If you don't want to wash your own clothes we will send them with my own laundry and pay for them. If you don't like to wait on the table we will turn the kitchen into a cafe and all walk out and wait on ourselves.

"Sometimes I don't get home to dinner until 7 o'clock, and if that is too late, you can have it at any time, for there is a road-house three blocks from the house where I can always get cheese sandwiches. Sometimes on Sunday I like to have breakfast about 10 o'clock, and dinner about 4 or 5, but if you want to get out early you can have dinner at 12 sharp, and we will try to enjoy it.

"Anyway it will give me a chance to see a ball game.

"The nurse and you have separate rooms on the third floor. She is very ladylike, but if she is objectionable to you in any way we will let her go.

"My wife will try very hard to please you, but if you don't like her, I will let her— well, anyway, come to our rescue."

COMING ASSISTANT SECRETARY

Washington, March 31.—E. E. Clark, the former railroad conductor, who served on the Anthracite Strike Commission, and is now slated for Assistant Secretary of Commerce, is said to have first attracted the President's favorable notice at a convention of the Brotherhood of Locomotive Firemen at Chattanooga last year. Mr. Clark was one of the labor leaders invited as a guest, and made a brief but very pithy address, setting forth the real purposes and legitimate principles of labor organization. It abounded so with common sense that it lingered in the President's mind, and caused Mr. Clark's inclusion among the arbitrators to settle the coal strike, as a general representative of the miners' interest.

As the Department of Commerce and Labor has been looking for a prominent labor man for its assistant secretaryship, and his fellow-arbitrators, notably Judge Gray, were so warm in their commendation of Mr. Clark's conduct at te hearings and the subsequent discussion, the President concluded that he was the man to be appointed.

He began life as a locomotive fireman, and was promoted by degrees, for merit alone, to be a passenger conductor. Then he became head of the Order of Conductors, and left off active railroading.

San Domingo has settled all the claims of United States citizens against that republic.

One person was killed and fifty seven others seriously injured in Montreal last week by the collapse of a pier shed on which hundreds of people had gathered to watch the burning of the steamer Montreal of the Richeleau and Ontario Navigation Company. The loss by the fire is $225,000.

Because of the accumulation of anthracite, the Lehigh and Navigation Company has issued orders for a reduction of the working time in its collieries.

The disaster at Spier Falls, on the Hudson, Saturday, was caused by the careening of a ferryboat, on which employes of the Hudson River Water Power Company were being carried across the river. Three men are known to have been drowned, and fourteen men are missing.

George A. Miller, a professor of law in the New York University, and a member of the law firm of Carter & Ledyard, has begun an action in the Supreme court against the Erie Railroad Company, as a test to the rights of commuters, and in order to force the railroad to provide faster service along its suburban lines. Mr. Miller says that the train which took him home to Montclair each evening has been constantly from ten to twenty minutes late in arriving at Montclair, and he enumerates five specific occasions when the train was from three-quarters to an hour late, without any apparent cause.

A report of the Department of Agriculture tells of a profitable innovation in tobacco-growing in the Connecticut Valley. Last year thirteen Connecticut farmers put forty-one acres of land under shade and planted it at a total expense of $667 an acre. Most of this land was planted with Sumatra tobacco. The department estimates that the crop cost, baled and ready for market, 31½ cents a pound. It brought an average price of $1.20 a pound. The yield of baled tobacco was about 1,114 pounds an acre, worth $1,372, leaving a profit of $715 an acre. Ordinary out-of-doors Connecticut tobacco about twenty cents a pound. The shade-grown tobacco is used for wrappers for cigars.

TEN YEARS BUILD CANAL

Noble Declares That It Should be Finished by 1913.

OBSTACLES TO CONQUER

30,000 to 40,000 Men to be Employed.

"Climate will be the most serious obstacle in the work of constructing the Panama Canal," said Mr. Alfred Noble, a member of the Panama Commission, to the New York Herald. "The Canal Commission in its summary of the difficulties estimated the climate as carefully as it did the cost of construction.

"Personally, I believe that the methods adopted at Santiago and Havana applied to Colon and Panama will transform these pest holes into comparatively healthy cities.

"Filthy municipal habits have been breeding disease for centuries up to the present time. When old M. Leblanc told De Lesseps on his visit that there would not be enough trees to provide crosses for workmen's graves he was not far from wrong.

"You know, the dean of the medical faculty at Panama divides the seasons into the wet period from April 15 to December 15, when persons die of yellow fever in from four to five days, and the dry season from December 15 to April 15, when the people die of pernicious fever in from twenty-six to thirty-six hours."

"The tropics and filth form a combination that only modern science and Anglo-Saxon energy can hope to conquer, and they will conquer. You must remember that the United States will have what the French never had, absolute police authority from ocean to ocean. The example of Santiago is before us."

"Do you think any engineering difficulty can upset the present plans?" was asked.

"No, the canal is perfectly feasible," answered the distinguished engineer. "It should be open to commerce in ten years with the aid of modern machinery and from 30,000 to 40,000 men."

"Where are these men to come from?" was asked.

"Principally from Jamaica. The unskilled laborers must necesarily be negroes, and the negroes in Jamaica and other British West Indian colonies are infinitely superior to those of the other islands.

"The blacks of Santo Domingo for instance, are practically worthless. Loafing is a part of their religion. Jamaican negroes are almost immune from yellow fever, and engineers who built the Jamaica railway extension in 1896 tell me they are good workmen—that is, comparatively speaking, of course.

"Yes, forty thousand men may be more than this labor market can furnish, but in any case I do not believe American negroes should be employed. The number of men needed will depend upon the amount of machinery. Owing to the climate I imagine machine will replace hand work wherever possible, even with the cheapest labor. I should say in any event thirty thousand would be the minimum."

Mr. Noble thought the American staff in round numbers would comprise five hundred men. The machinery will undoubtedly be American.

"In handling material," continued Mr. Noble, "I think Americans are first. The Chicago drainage canal is the most perfect example of canal engineering that has been done up to the present time.

"The French have passed us in tunnel work near the surface, as shown in the new Orleans terminal and Metropolitan underground railway in Paris. The English have developed to the highest point in the art of tunnelling under water."

The latter is a significant and modest admission from a man who is in charge of the great tunnel which is to bring the Pennsylvania railroad system under the Hudson river through New York City.

Mr. Noble credits the French Panama company, organized in 1884 to take over the De Lesseps wreck and, if possible, to save something out of it, with good judgment and excellent work.

"We only had twelve or thirteen millions capital, and instead of spending this in carrying on De Lesseps' plan, dug a triangular strip of the proposed excavation straight through the summit at Culebra. Not only will the actual work done be used in the final construction, but the company thereby could give the most practical answer possible to Panama critics.

"It had long been said, in fact engineers insisted upon it at the first De Lesseps Congress, in 1879, that the cut through the mountain was an assurmountable obstacle. The ground was thought to be extremely hard to excavate in some places, in others of soft clay, sand and water that could not be held.

"The present company, however, cut a small strip directly through the high ridge, and, at intervals, sank shafts to the depth of the ultimate cut. They lowered us 120 feet down those shafts in a bucket, on a windlass.

"It wasn't a pleasant experience, but it gave us an opportunity to report on the actual quality of soil to be taken out of this most difficult of cuts. This was of great value to us, and, had, indirectly, not a little influence upon the negotiations in congress.

"The other big engineering problem is the River Chagres, which rises to great heights during freshets, and discharges as much water sometimes as the whole Lake Superior basin. An artificial lake some distance from the canal is to take the overflow."

When asked whether the French company's machinery was still serviceable, Mr. Noble replied that excellent care had been taken of it; at least, he always found fresh paint on it. At best, however, it would be of little value. American machinery twenty years old is almost worthless today, so radical have been the improvements.

"Does any one still cling to the idea of a canal without locks," was asked.

"There must be locks to provide for the twenty foot range of tide at Panama," said the commissioner. "But it is possible to construct a canal without any other locks. Such a canal would unquestionably be a great benefit to shipping, but its cost would be enormous ,and it would take twice as long to build.

"Our report provided for two locks, side by side, at each raising of the water's level. But more can be built at any time without any difficulty, if the commerce requires it. The canal can be widened to any extent at the locking points."

Mr. Noble is a firm believer in the commercial future of canals. Referring to the report of the "Soo" canal for the year, which he had just received, he remarked that the United States is paid back every year in the increase of trade the amount originally invested in this canal.

"I do not agree," he said, "with the Australian Postmaster General, recently quoted as saying that the Panama canal will reduce the Australian trade through the Suez.

"Most of the Anglo-Australian shipping will continue by the old route, because there is little difference in length, and there is always the short cut for passengers and mail via Brindisi. But this does not mean that the Panama canal will not have a great share of the world's shipping."

Two young women of Jeanerille, Mich., have taken a new and novel method of co-operating with the coal trust. Not satisfied with the consumption of anthracite for fuel purposes for the past few months those young misses have been eating it as food. While they prefer anthracite, they are said to eat the ordinary soft coal with a relish that some people do sweetmeats. The girls formed the habit some months ago.

Beat the Game.

Douglas, Ariz., March 31.—Emery Ellis has been run down near Douglas by Ranger Bob Giles and placed under arrest, charged with robbing the big adobe gambling hall at Naco Saturday night. Ellis was only capture duffer a hard chase. He denies that he committed the robbery. No money was found in his possession. Ellis was formerly a horse stable at Naco and is a man of great nerve.